

## 1-6. (CANCELED)

7. (CURRENTLY AMENDED) A transfer case (1) with a controllable clutch (5),  
~~for a motor vehicle, especially~~ for a motor vehicle with part-time four-wheel drive, for  
distributing a driving torque ~~coming in~~ supplied via a drive shaft (2) to at least two output  
shafts (3, 4), wherein an output shaft (4) can be connected to the drive shaft (2) via the  
clutch (5) and the clutch (5) can be actuated by ~~means of~~ an electric motor (9) and a  
drive converter device (10) that is arranged between ~~[[an]]~~ the electric motor (9) and the  
clutch (5) for converting ~~[[a]]~~ the rotatory motion of the electric motor (9) into ~~[[a]]~~ the translatory  
actuating motion for the clutch (5),

wherein the electric motor (9) is ~~designed as~~ an asynchronous induction  
motor which is accommodated within the transfer case (1).

8. (CURRENTLY AMENDED) The transfer case according to claim 7, wherein  
a gear wheel (7), transfers a portion of a driving torque from the drive shaft (2) to the  
output shafts (4) the induction ~~the electric motor~~ (9) is integrated into ~~[[a]]~~ the gear  
wheel (7), by ~~means of~~ which a portion of a driving torque of the drive shaft (2) can be  
transferred to a first one of the output shafts (4).

9. (CURRENTLY AMENDED) The transfer case according to claim 7, wherein  
a housing (25) of the ~~electric motor (9)~~ is designed as induction motor (9) forms a mount  
for ~~[[the]]~~ a gear wheel (7) which transfers a portion of a driving torque from the drive  
shaft (2) to the output shafts (4).

10. (PREVIOUSLY PRESENTED) The transfer case according to claim 7,  
wherein the drive converter device (10) comprises a spindle (16) and a spindle nut (15)  
arranged thereon.

11. (CURRENTLY AMENDED) The transfer case according to claim 10, wherein  
the spindle (16) is rotatably fixed and the spindle nut (15) can be rotated by ~~means of~~  
~~the electric motor (9)~~ induction motor (9), ~~wherein and~~ the spindle nut (15), during a  
closure operation of the clutch (5), has a same direction of rotation as the drive shaft (2).

12. (CURRENTLY AMENDED) The transfer case according claim 10, wherein  
the spindle nut (15) is rotatably fixed and the spindle (16) can be rotated by ~~means of~~

the ~~electric motor (9)~~ induction motor (9), ~~wherein and~~ the spindle (16), during a closure operation of the clutch (5), has the same direction of rotation as the drive shaft (2).

13. (NEW) A transfer case (1), for a motor vehicle with part-time four-wheel drive, with a controllable clutch (5) for distributing a driving torque supplied via a drive shaft (2) to at least first and second output shafts (3, 4); and

the second output shaft (4) being connectable to the drive shaft (2) via the clutch (5) and the clutch (5) being actuatable by an electric motor (9), and a drive converter device (10) being arranged between the electric motor (9) and the clutch (5) for converting rotatory motion of the electric motor (9) into translatory actuating motion for the clutch (5);

wherein the electric motor (9) is completely accommodated within a housing of the transfer case (1).

14. (NEW) A transfer case (1), for a motor vehicle with part-time four-wheel drive, with a controllable clutch (5) for distributing a driving torque supplied via a drive shaft (2) to at least first and second output shafts (3, 4); and

the second output shaft (4) being connectable to the drive shaft (2) via the clutch (5) and the clutch (5) being actuatable by an electric motor (9), and a drive converter device (10) being arranged between the electric motor (9) and the clutch (5) for converting rotatory motion of the electric motor (9) into translatory actuating motion for the clutch (5);

wherein the electric motor (9) is completely accommodated within a housing of the transfer case (1) and the electric motor (9) controls operation of a gear wheel (7) which facilitates transfer of a portion of a driving torque from the drive shaft (2) to the second output shaft (4).